

## WI DOT Meeting Notes

January 3, 2005

WI DOT District II Offices, Waukesha

Attending: Tom Longtin, State Program

Robert Anderson, Transportation Planning & Corridors

Aileen Switzer, Planning Supervisor

Conducted by Planning Consultants, Barrientos Design & Consulting

### 1) STH 11 IMPROVEMENT PLANS & SCHEDULES

- For STH 11, the DOT has a two phased approach to improving the road:
  - a) **Roadway Improvements:** involving a resurfacing of the road for the entire Village length. This is scheduled to be constructed in 2009. They will start assessment/design this spring of 2005 by doing initial traffic studies to identify safety hazards and accident history along the road. The resurfacing may involve milling down existing pavement and then re-paving. This work is not scheduled to include any other major improvements to the road for items such as: widening, turning lanes, curb radius increases or the Overpass. They did note that the Village could opt to have sidewalks with this repaving work.
  - b) **Roadway Reconstruction & RR Over/Underpass.** Both an Over/Underpass and reconstruction of the road of for the entire length of the Village would be done as one project. This would occur only if the rail corridor converts to Hi-speed rail service and it is tentatively planned for 2011. When DOT starts design for Reconstruction, their traffic engineers will do a more thorough traffic study and look at the need for major road improvements for items such as: left hand turn lanes, signalization, lane widening, curb construction, and crosswalks. Landscaping and sidewalk costs would be eligible for cost inclusion
- The DOT staff did not feel the Overpass option was finalized and that the Underpass option was still a viable option. At the time when planning starts for the Reconstruction, then they would re-evaluate the passing options. They would also conduct public hearings to gather input on the best approach.
- None of their current traffic information indicates a need to increase traffic capacity.
- They felt a traffic light was needed at Wisconsin Street and STH 11. A warrant process must be undertaken to demonstrate the need for the lights.
- STH 11, west of Sturtevant, has had improvements done recently. The DOT does not go back to a project for improvements any earlier than 20 years. *A check should be made as to the where that work ended on STH 11 on the west end.*

### 2) STH 11 IMPROVEMENT IN MT. PLEASANT

- We asked about any plans for widening the Highway from the Village's east border to the Mt. Pleasant and DOT responded that they are not aware of any plans for this.

### 3) DOT STAFFING ROLES

- A new project manager for overseeing Sturtevant's roadway projects has just been assigned. His name is Kurt Flierl, tel: 262-548-8274 and he is located in the DOT District II Waukesha offices.
- Tom Longtin coordinates new projects for the whole of District II. Robert Anderson coordinates transportation planning and on corridors. Aileen Switzer is Mr. Anderson's supervisor.
- The DOT staff had no direct knowledge of the Hi-speed Rail corridor developments or arrangements.
- They expressed willingness to sit on further hearings and review our vision for the Corridor.

#### **4) DESIGN GUIDELINES ON STATE HIGHWAYS**

- The DOT has specific design guidelines for profile and layout of state highways in urban areas. These are documented in the DOT's Facilities Development Standards book and the Village Engineer should have a copy of these.
- Any improvements, enhancements beyond the Standards are to be paid for by the municipality.
- If the Village does want to add a left turn lane, they will require adding Right-Of-Way (ROW) land to the road. The ROW acquisition process in turn will add three years to planning.
- If the Village wants to add a lane for street parking, the DOT won't deny although they discourage it for safety reasons. This would also increase ROW land need and the DOT would not participate (pay) for the acquisition process.
- Crosswalks that are enhanced with stamped, colored asphalt are OK.
- The minimum drive line width is 12'.
- If a median is placed in the middle, any structures or landscaping cannot be higher than 3'.
- They are open to substituting roundabouts in lieu of traffic lights.
- Burying of utilities are not covered by the DOT.
- Any aesthetic and community sensitive enhancements would be borne by Village. There are State Community Sensitive Design funds available but the Village must compete for these and they only cover 1% of construction cost.
- The Village of Fontana, (Lake Geneva) is a good example of a municipality that has greatly enhanced its urban highway to make a village statement. They mentioned that it has medians, landscaping, crosswalks, pedestrian/bike tunnel underpasses and signage. Crispell Snyder is the roadway engineer for this project.
- Port Washington, STH 32, downtown was also mentioned as a good example of community enhancements. It has crosswalk pavement markings.
- The Lake Park Drive in Milwaukee from the Hoan Bridge south to Layton is another example of community sensitive design features.
- From what they've seen, other municipalities have developed TIF districts to pay for the improvement costs.